(c) whether the above new measures are resulting in convenience to the genuine passengers, specially the military personnel; and

(d) if so, what is the action plan of Government to address the above issues?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As announced by Railway Minister in Budget Speech, there has not been any increase in Railway's basic fare. However, Reservation charges and additional charges for Superfast trains have been reviewed and increased for special services rendered.

(b) Yes, Sir. From 1st April, 2006, computerized tickets with telescopic benefit in fares are issued for any station where there is stoppage of the train in which the reservation is sought. Passenger are permitted to break journey as per extant rules and obtain subsequent reservation by any train.

(c) No formal representation has been received from Defence.

(d) Does not arise.

Electrification and Gauge Conversion in Punjab and Maharashtra

3786. SHRI DARA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) what is the current policy of his Ministry regarding electrification of railway tracks/gauge conversion;

(b) how many proposals for electrification of railway tracks/gauge conversion were received from the Governments of Punjab and Maharashtra during the years 2005-06 and 2006-07 till date;

(c) how many proposals of gauge conversion/electrification of rail tracks were taken up during 2004-05, 2005-06 and 2006-07; and

(d) if so, what budgetary provisions made for on going above mentioned projects State-wise, year-wise and project-wise, till date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Policy for Electrification and Gauge Conversion are as under:

Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The

criterion/guidelines being followed in this regard are as under:

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

(ii) In certain specific cases, electrification will be justified on considerations of operational flexibility.

(iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

Gauge Conversion

The Policy followed for selection of routes to be taken up for Gauge Conversion under Project Uni-gauge has been as under:

(i) To take up conversion of lines to develop alternative Broad Gauge routes obviating the need for doubling existing Broad Gauge lines on these routes;

(ii) To establish new Broad Gauge links between stations connected by other BG lines;

(iii) To establish Broad Gauge connection to ports, industrial centres and locations having potential for growth;

(iv) To take up conversion of lines required on strategic considerations;

(v) To minimize transhipment and to improve wagon turn around by avoiding delays at transhipment points; and

(vi) To carry out the conversion of lines as per the above policy at least cost yet providing a standard of service not lower than what the rail users were getting on the Metre Gauge.

(b) No proposal for electrification has been received from Punjab and Maharashtra Government during the years 2005-06 and 2006-07.

For Gauge Conversion, details of each and every demand received is not maintained. However, as per records available, 3 proposals for gauge conversion were received from Maharashtra only in the recent past.

(c) and (d) Information in respect of proposals taken up for electrification and Gauge Conversion during the years 2004-05, 2005-06 and 2006-07 are as under:

(Rs. in Crore)

Year	Project	State	Outlay for 2005-06	Outlay for 2006-07
ELECTRIFICATION				
2004-05	Nil	-	-	-
2005-06	Moradabad-Lucknow-Utratia	Uttar Pradesh	15.64	100.00
	Bangalore-Chennasandra loop *via* Yeshwantpur and Yelhanka	Karnataka	18.46	11.00
	Karepalli-Bhadrachalam-Manuguru	Andhra Pradesh	0.01	11.61
	Tirupali-Pakala-Katpadi	Andhra Pradesh	10.00	25.00
	Villupuram-Pondicherry	Tamil Nadu/ Pondicherry	1.00	0.43
2006-07	Bina-Kota	Rajasthan/ Madhya Pradesh	-	0.05
	Utratia-Sultanpur-Mughalsarai	Uttar Pradesh	-	0.05
	Villupuram-Trichchirapalli	Tamil Nadu	-	5.00
	Lingampalli-Wadi	Andhra Pradesh/ Karnataka	-	5.00
	Andal-Pandaveswar	West Bengal	-	3.90
	Chandigarh-Ludhiana	Punjab/ Chandigarh	-	15.33
GAUGE CONVERSION				
2004-05	Nil	-		-
2005-06	Pratap Nagar-Chhota Udepur	Gujarat	4	33.91
	Chhindwara-Nagpur	Madhya Pradesh/ Maharashtra	4	45
	Ajmer-Phulera-Ringus-Rewari	Rajasthan/ Haryana	0.01	270
2006-07	Dindigul-Polachi-Palghat and Polachi-Coimbatore	Kerala/ Tamil Nadu	-	1
	Virudhunagar-Manamadurai	Tamil Nadu	-	1
	Kolar-Chickballapur	Karnataka	-	5
	Bharuch-Samani-Dahej	Gujarat	-	10